

## **Provisional Local Vessel Advisory Committee**

### **Proposal on Construction of**

### **Peng Chau Typhoon Shelter and Siu Lam Typhoon Shelter**

#### **1. Purpose**

The purpose of this paper is to consult public members and concerned parties on the proposals of constructing two new typhoon shelters, one at Peng Chau and the other at Siu Lam. (see attached plan)

#### **2. Background**

- 2.1 Typhoon shelters are constructed by Government to provide sheltered waters to local vessels during the passage of typhoons and periods of adverse weather to protect life and property.
- 2.2 The Port and Airport Development Strategy Study (PADS) completed in 1989, identified that there was a need to build more typhoon shelters to meet forecast demands.
- 2.3 In June 1997, the Marine Department conducted an assessment of typhoon shelter space requirements from 1997 to 2016. The assessment forecast a shortfall of about 87 hectares (ha.) of typhoon shelter space in the year 1997 and up to about 211 ha. in the year 2016.
- 2.4 To alleviate the shortage, the government recommended that typhoon shelters be built at three locations namely; Hei Ling Chau (50 ha.), Peng Chau (40 ha.) and Siu Lam (35 ha.). On completion, they would provide an additional total space of 125 ha.

- 2.5 The Hei Ling Chau Typhoon Shelter is presently under construction and is scheduled to be completed by end 1998.

### 3. Peng Chau Typhoon Shelter

- 3.1 The planned creation of the future Lantau Port would have the effect of moving the centre of port operations westward. The provision of a typhoon shelter at Peng Chau, together with the one presently under construction at Hei Ling Chau within the Western Harbour would meet current and future demand in this area. It would provide local craft and working boats with quick and easy access to shelter space in the event of a typhoon or inclement weather conditions. It would enhance the safe and efficient operation of marine activities in this area.
- 3.2 The proposal is to start construction of the typhoon shelter in early 2001 for completion in mid 2003.

### 4. Description of Project

- 4.1 Main features of the Peng Chau Typhoon Shelter are that it will provide:-
- (a) an effective anchorage and mooring area of about 40 ha. for various types of local vessels such as cargo vessels, tugs and barges, launches, ferry vessels and fishing vessels, up to 50 metres in length and 4 metres in draft,
  - (b) a cargo working jetty about 50m x 20m for serving the needs of the Peng Chau community,
  - (c) dolphins for marking the anchorage areas, fairways and firelanes as well as for mooring vessels, and
  - (d) landing steps where necessary for commuters and for berthing of government vessels.

5. **Consequences of not proceeding the Peng Chau Typhoon Shelter**

5.1 The consequences of not proceeding with the proposed Peng Chau Typhoon Shelter are as follows:-

- (a) the problem of a general shortfall (87 ha. in 1997 and up to 211 ha. in 2016) of typhoon shelter space cannot be alleviated. A shortage of typhoon shelter space would result in overcrowding in existing typhoon shelters in the vicinity. Entrances, fairways and firelanes will be blocked, thus increased fire risk. Some vessels will be unable to find shelter, thus endangering life and property;
- (b) although another typhoon shelter will be provided at Hei Ling Chau, in view of the overall shortage of space, intense competition amongst vessels for securing a shelter space is envisaged. This would result in conflicting vessel movements giving rise to increased risks of accidents;
- (c) any local craft that could not find a suitable shelter space during the passage of a typhoon will not only endanger life and property on board itself but also those of others. For example, this vessel may drift uncontrollably towards and collide with other vessels, infrastructure and facilities such as bridges and terminals in the port. If it happen to struck an oil tanker or a vessel carrying dangerous goods, the potential risks and ecological damage could be incalculable in monetary terms.

6. **Siu Lam Typhoon Shelter**

6.1 PADS also identified Siu Lam as the most suitable location for a typhoon shelter in the northwest area, having deepwater, sheltered topography and not adjacent to residential development.

6.2 It is proposed to start construction of the typhoon shelter in early 2002 for completion at the end of 2004.

7. **Description of Project**

7.1 The main features of the Siu Lam Typhoon Shelter are similar to those of the Peng Chau Typhoon Shelter (para. 4 refers) except that it will have an effective area of 35 ha. only and a fuel barge protection area of about 1 ha.

8. **Consequences of not proceeding the Siu Lam Typhoon Shelter**

8.1 The consequences of not providing the Siu Lam Typhoon Shelter are similar to those of not providing the Peng Chau Typhoon Shelter (para. 5 refers).

8.2 In addition, there will be increased risks should local vessels in the northwest area be unable to find sheltered space locally and have to transit the already congested Ma Wan Channel to find typhoon shelter space in the harbour area.

9. **Objection of the Provisional Island District Board on the Peng Chau Typhoon Shelter proposal**

9.1 The Provisional Island District Board objected to the proposed construction of the Peng Chau Typhoon Shelter for reasons as follows:-

- (a) with the construction of the Peng Chau Typhoon Shelter, together with the development of Container Terminals No. 10-13, there would be a significant increase in marine traffic and thus congestion in the waters in that area, particularly during festive season;
- (b) when the Peng Chau Typhoon Shelter comes into operations, longer travelling time of the ferry services to and from Peng Chau will be required as the ferry pier will be situated inside the typhoon shelter;

- (c) the construction of the typhoon shelter will adversely affect the water quality in the area and therefore the livelihood of those fishermen who earn their living by fishing there;
- (d) there are other sites, such as Chi Ma Wan (East Lantau), Hong Kong South, Lamma Island or Tuen Mun which , due to the presence of natural shelter, might be more suitable for the construction of a typhoon shelter;
- (e) the typhoon shelter would attract hundreds of local vessels and thousands of floating population to stay in Peng Chau; the community services and associated facilities thereat could not accommodate such a large population; and
- (f) since Peng Chau is a remote island, large increase of population may cause crime rate to rise and other logistical problems in case of emergencies.

9.2 Due to the Provisional Island District Board's objection, the Finance Committee of the Provisional Legislative Council had in February 1998 declined to provide funding for the government to conduct an Environmental Impact Assessment on the proposed construction of the Peng Chau Typhoon Shelter.

## 10. Advice Sought

Members and concerned parties are invited to express their views on the proposals of constructing typhoon shelters at Peng Chau and Siu Lam.

Marine Department

July 1998

# Location Plan of the Proposed Pang Chau and Siu Lam Typhoon Shelter

